BRISBANE VALLEY FLYER MARCH 2012

BRISBANE VALLEY SPORT AVIATION CLUB

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

www.wattsbridge.com.au
www.qua.org.au

Roy Bartlett's Tipsy Nipper

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Wikipedia describes the **Tipsy Nipper T.66** as a light aircraft, developed in 1952 by Ernest Oscar Tips of Avions Fairey at Gosselies in Belgium. It was Mr Tips' intention to create an aeroplane that was easy to fly, cheap to buy and even cheaper to maintain. It was designed for both factory production and home building. "Nipper" was the nickname of Ernest's first grandchild. The first aircraft flew on 12 December 1957, with test pilot Bernard Neefs. It featured an open cockpit and had a length of 4.56 metres, a span of 6 metres and a range of 400 kilometres extendable with tip tanks to 720 kilometres.

Wikipedia goes on to describe the aircraft as having a welded steel tube fuselage and rudder with a wooden and fabric covered wing, tailplane and elevator. It weighs 165 kg without an engine. Early aircraft were equipped with a 40 hp Stamo VW-engine with later types using either 40 hp Pollman-Hepu or 45 hp Stark Stamo engines.

The Nipper is a mid-wing design with entry and exit requiring the unlatching of a small wing panel on the left hand side of the cockpit. The plane is stressed for aerobatics (+6, -3g) and is fully certified. It is rated for up to eight turns in a spin. The stalling speed is 32 knots with power off and Vne is 127 knots. Some aircraft are fitted with tip tanks which give an extra 1.5 hours range (up of 4.5 hours and 390 nautical miles).

According to Ron Chappell of Sydney (RAAus website), there are only three Nippers in Australia, Roy Bartlett in Queensland has a MKII; Ron himself owns a MKIIIa, which he keeps at The Oaks airfield near Camden, Sydney; and one of Ron's fellow club members (of The Oaks Flyers), has a MKII which crashed at Parafield some 28 years ago, and which he is "threatening" to rebuild. Ron Chappell's Nipper has a Jabiru 2.2 motor and he describes it as "a bit like a poor man's RV4 – it has good STOL, great climb, good range, is dirt cheap to run, is aerobatic (therefore strong and safe), side slips like the proverbial fridge, and, most importantly, it is just such a blast to fly".

Roy Bartlett keeps his Nipper at Forest Hill airfield west of Brisbane. Roy's aircraft is in pristine condition. He has owned and maintained it for more than 40 years. He can't remember exactly when he bought the little aircraft, but he knows that it cost him $1900 and his log book describes his first flight in it in 1971. Before moving the Nipper to Forest Hill three or four years ago, Roy flew it out of the Gatton university campus airfield just up the road. However, this field was closed in 2008, due to a change of policy by the University of Queensland. Roy was then a member of the Lockyer Valley Flying Club, the club that operated out of that university airfield. This is the club that Randal McFarlane, the principal developer of the Lockyer Valley Regional Airport hopes to see operating once again at his site near Lake Clarendon.

Roy Bartlett's Tipsy Nipper (continued)

Originally a painter by trade, Roy learnt to fly at Archerfield in the early sixties. They were the good old aero club days according to Roy, before General Aviation became so expensive, complicated and vocationally oriented. Roy could hire a Cessna 150 for just a few pounds per hour. From the start, however, Roy was always dreaming of one day owning his own plane. When the Tipsy Nipper came on the market, he went straight to the bank and soon the quaint little aircraft was his.

After buying the Nipper, though, Roy began to realise that it was a little underpowered. It also required a change of fabric. So he decided to give it a complete overhaul. The project took him about a year, during which time he made several modifications aimed at improving the aircraft's performance, such as low drag wing tips and a new motor. Roy replaced the 1300cc Stamo VW with a more powerful 1700cc VW motor he built up himself. This motor has dual ignition with proper GA type plugs, and still runs as smoothly today as any motor I've ever heard.

When the new simpler system of aircraft registration became available, Roy eventually got around to transferring his plane across. The Nipper has sported its 28 category registration 476 ever since. Roy says the RAAus system suits him just fine. He's quite capable of maintaining his own plane and simply wants to operate it the way he's always done it.

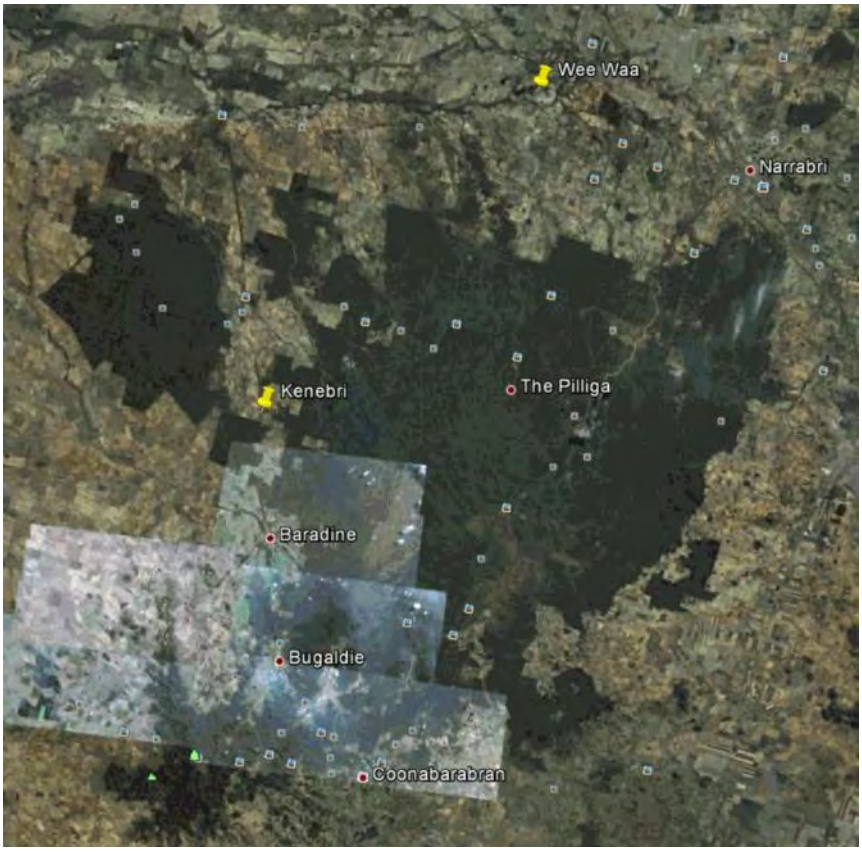
Now into his eighties, Roy still goes out to the airfield every week. He doesn't fly the plane as much as he used to but there is no doubt that it is still his pride and joy. When he isn't mowing the strip (Roy has had this job since he came to the field), he is doing something with the plane. Roy is always ready to help anyone with anything, and his mates who operate out of Forest Hill all say that it is truly a pleasure to share the airfield with him.

The Easter Rocket Route

In just a couple of months time, early in the morning of Easter Friday, if the weather is OK, ten, twenty or more South East Queensland alarm clocks will wake their sleepy owners a little earlier than usual, before the sun has risen in fact, and these intrepid SEQ pilots will kiss their better halves goodbye (or, in some cases, take them along for the ride) and, after a quick breakfast, motor themselves out to their respective airfields and hangars where their RAAus and VH registered prides and joys are waiting for them, chaffing at the bit, fully fuelled, neatly loaded, flight planned and in every other way ready and rearing to go. The sound of aero engines will be heard in every corner of the Great South East at about six or seven as the annual Natfly odyssey begins for another year.

For some, like Natfly regulars Mike and Priscilla Smith (in their brand new, kit-built Jabiru J230, see photo left), it will just be a matter of pointing the aircraft in the right direction (actually, they aren't going this year!) and watching the world go by as they burn a wing-load of fuel sufficient to take them all the way. For others, however, the relocation of Natfly from Narromine to Temora has meant at least one extra refuelling stop, but many aircraft will need to stop in Moree as well. They will start to arrive there at about nine, one after the other, taxying up to the refuelling point, hoping that no one notices they haven't got an ASIC card hanging around their necks, and not too sure what the rules are anyway. Sometimes there is dismay at the realisation that cash is not accepted, but a gentlemanly arrangement might be possible (as has been the case in the past) with someone else's card and a new and lasting acquaintance will be immediately made. In fact, many new contacts are made at refuelling points en route to Natfly. It starts at Moree and by the time we all pull in together at Narromine we are like old friends talking about parking our planes wingtip to wingtip and spending the weekend together.

Those feelings of camaraderie upon seeing each other again at Narromine are no doubt enhanced by the realisation of having once again flown over the Pilliga Scrub and survived. This 3000 square kilometre forest located just north of the half way point between Moree and Narromine is the largest surviving continuous remnant of semi-arid woodland in New South Wales. From the cockpit of a light aircraft chugging modestly along at 5000ft, it looks vast. From the seat of a Drifter or weight-shift trike, it looks even vaster, concentrating the mind wonderfully. The Pilliga Scrub is definitely not the place to have an engine failure. It is a place where having changed spark plugs and overhauled the fuel system as per the manual prior to departure suddenly seems like the best idea you ever had in your whole life. Surviving an engine-out event over the Pilliga Scrub would be a very problematic affair and it is not just two-stroke pilots who become cognisant of this fact as they fly over it. Flying around this forest requires a significant diversion, but



many pilots do and they sleep better for it. There is, however, a route from Wee Waa to Kenibri (going south) that does open up some possibilities for emergency landings, especially for aircraft with glide performance. Having a bit of airspace under the aircraft for the transition is also a great advantage, psychologically at least. Probably, if the truth be known, the dangers of the Pilliga Scrub are nearly all psychological, because properly maintained and managed aero engines rarely fail, and those that do usually do so either under take-off load, shortly after takeoff or close to their destinations when the planes run out of fuel. Nonetheless, this particular forest leaves a lasting impression on all low altitude pilots who fly over it. And most of us from this side of the border do fly over it on our way to Natfly.

Talking about two-stroke pilots, (not that there are so many around these days), when they finally get to the head of the queue at the Moree and Narromine avgas bowsers, they may not find the four-stroke jockeys behind them too empathetic towards the time consuming task of pre-mixing two-stroke fuel. There is a method for speeding up the process though, but it depends on the diffusion qualities of the oil. In days gone by, when everyone swore by Penrite TS40C "Green Slime", mixing was an arduous affair with much vigour required to get this treacle-like mineral oil properly diffused through the fuel before putting it in the tank, but today's oils seem to diffuse more easily. Oil can be diffusion tested by gently adding some to a small jar of fuel and watching it disperse. If the oil is completely dispersed in seconds with no pooling (see photo right), then this is a good sign for an expedited mixing technique.

For faster refuelling, a five litre container is required (far easier to stuff into a small aircraft already loaded to the gills with camping gear than a 10 litre one), plus a good funnel. While in the queue, estimate the fuel deficit and add the necessary oil to the container. At the bowser, put three or four litres of fuel into the container and shake vigorously. The rest of the fuel goes directly into the tank funnel. The concentrated fuel oil mix is poured in with the other hand at the same time. Note that an assistant is needed to read out the numbers on the bowser, or the plane has to be backed up to the bowser tail first so that the numbers can be read by the refueller. This method seems to work perfectly well, but a little gentle wing rocking for additional psychological benefit doesn't go astray.

Another phenomenon that should be noted on this trip is that today's GPS equipped aircraft tend to keep to their planned tracks very accurately. That means that if you are flying the hemispherical rule in a slowish plane, faster aircraft may overtake you reasonably closely. At about midday on Easter Friday, especially from Narromine onwards, the Temora route becomes a little like the Hume Highway. Probably the most common type of midair collision occurs in a lane of entry or circuit leg when a faster plane runs up the tail of a slower one. For this reason, perhaps it is a good idea to stay a little off track, maybe a mile or two to the west. However, again, this precaution is probably mostly for one's psychological benefit as midair incidents outside of circuit areas are rare.

FLIGHT PLANNER SAPPHIRE 4826 DATE_____ CLIP>

Position & Field Elevation	CTAF Freq.	Area Freq.	LS Alt.	F/Level Altitude	TAS	Trk.	Wind	Hdg.	GS	Dist.	Time	ETA/Rev	ATD ATA	Fuel Used	Fuel Res.	Fuel Req.	Fuel OB
YFRH 400	126.7	121.2										Full Fuel					60
A/Clifton 1450	126.7	121.2	035	A045	85	223				34							
Inglewood 930	126.7	121.2	032	A045	85	223				49							
Yelarbon		123.95	023	A065	85	232				20							
YMOR 701	126.7	127.1	023	A065	85	210				73							
										176							
YMOR 701	126.7	127.1										Full Fuel					60
Wee Waa		127.1	027	A065	85	194				48							
Kenebri		127.1	020	A065	85	201				39							
A/YGIL 1050	126.7	127.1	059	A065	85	193				59							
YNRM 782	126.7	123.9	021	A065	85	193				37							
										183							
YNRM 782	126.7	123.9										Full Fuel					60
A/PKS 1069	126.7	123.9	028	A065	85	184				53							
A/FBS 760	126.7	123.9	024	A065	85	184				17							
YTEM G129.9 921	126.15	134.65	034	A065	85	184				67							
										137							

A typical Rocket Route flight plan looks like this one (but note that these frequencies are from 2010 and may be different in 2012). The SEQ to Temora route is not dead straight, being a few nautical miles longer than the rumb line. Its gentle curve is reminiscent of a Saturn V going into orbit, therefore making it a rocket route in more ways than one. However, no matter from which direction you come this year, if you are heading for Temora at Easter time, may you enjoy blue skies and safe flying.

Do RAAus pilots enroute to Natfly (and wishing to refuel at Moree) need an ASIC?

The “Easter Rocket Route” article will be in this month’s Sport Pilot. However, it will have some editorial alterations, not by the Sport Pilot editors but by RAAus administration. This is not a problem. After all, Sport Pilot is an official publication of the association. Jill Bailey (Assistant Operations Manager) was good enough to email me and let me know about the changes. The most interesting alteration concerned the phrase “hoping that no one notices there is no ASIC card hanging around their necks, and not too sure what the rules are anyway”. Jill pointed out that

One of our tasks as an Operations Managers is to proof read the RA-Aus Sport Pilot magazine and assure articles are as operationally accurate as possible, particularly regarding safety or regulations, as ‘hangar talk’ can sometimes be relied upon rather than ensuring facts or processes are confirmed.

She then referred me to the Australian Government’s Aviation Transport Security Regulations 2005:

http://www.comlaw.gov.au/Details/F2012C00093/Html/Text#_Toc316998062

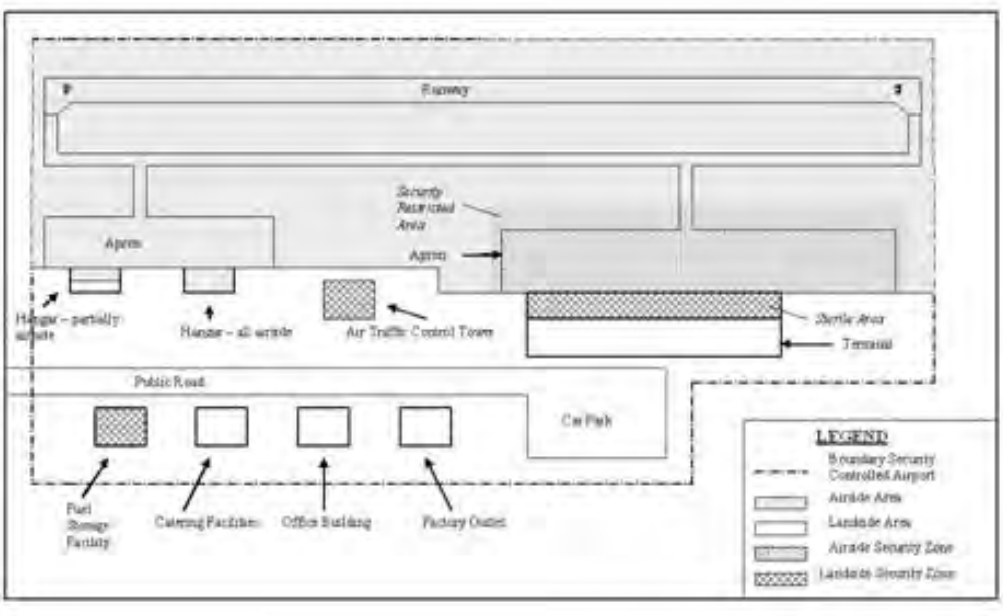
After reading the relevant sections, I think perhaps an ASIC card is not required for refuelling at Moree (regardless of the time of day). The way I interpret the situation is as follows:

Yes, Moree is a security controlled airport and yes, there is a security fence around Moree airport. Yes, also, clause 3.03 clearly states that a person inside an "airside security zone" must display a valid ASIC. Furthermore, clause 3.01 divides "airport security zone" into two sub-areas, these being "security restricted area" and "enhanced inspection area".

But no, the diagram that accompanies regulation clause 3.01 shows the airport security boundary (i.e., the security fence) as a completely separate perimeter to that around the "security restricted area". The diagram shows the "security restricted area" as being an area outside the terminal building, slightly larger than (and enclosing) the RPT parking apron. At Moree, the avgas bowser is well outside the RPT parking apron. It also appears to be possible to take the plane to and from the bowser while staying well clear of the RPT apron.

This leaves the “enhanced inspection area”. The legend that accompanies the diagram describes the shaded area immediately around the RPT apron as the "airside security zone" (even though it is labelled as the "security restricted area" in the diagram itself). This labelling indicates that the "enhanced inspection area", somehow coincides with, or falls inside, the "security restricted area" and is therefore not an issue relative to the fuel bowser either.

So, on the basis of that web document, it appears to be quite legal to refuel at Moree without displaying a valid ASIC, (independent of Section 4.01 “Operational Periods” in which activation times relative to arriving and departing RPT are defined). However, the phrase “and not too sure what the rules are anyway,” still applies. So I have contacted the CASA Portal for clarification. Those of you going to Natfly, stay tuned.



Look Mum, no feet! (by Rob Knight)

Ercoupe 24-7986 could be described as a classic, classic aeroplane. In spite of its modern appearance, the first Ercoupe was the creation of Fred Weick, an early US aviation design engineer, and companion of both Charles Lindbergh and Amelia Earhart. Whilst working for the National Advisory Committee on Aviation (NACA), Weick specialised in drag reduction and the design of aircraft safety features, winning innovation awards in both fields. Later, in 1957, Weick joined Piper where he was a co-designer for the Pawnee and Cherokee lines.

In 1940, Weick was working for Erco (the Engineering and Research Corporation) trying to produce a simple, safe, and robust little aeroplane that was incapable of spinning. The result was the ERCO 415, an all metal aircraft with side-by-side seating, vertically sliding cockpit windows (doors) for entry and egress, a tricycle undercarriage, and twin rudders interlinked with the ailerons to prevent even deliberate spin entry.

Ercoupe 415c, S/N 727, exited the ERCO factory doors in Riverdale, Maryland, on 12 March 1946 as NC93404, and over the next 65 years it flew just 1420 hours. Age eventually caught up with it and it was rebuilt in 2002 by Ward Marsh, the President of the American EAA. The aircraft has since come to a new home here in Queensland, and Ward's excellent restorative work was very evident to me, when, in January this year, in the company of Jennifer Beck, CFI of Suncoast Cooloola Flying Pty Ltd, I had the opportunity to look the little plane over at Gympie Airport.

It's a big step up onto the Ercoupe wing and an even bigger one down onto the seat protector before finally reaching the floor. The seat was soft and, as I settled into it, the sill of the open sliding window became almost level with my shoulder. A quick look showed the alarming lack of rudder pedals – there was just a single brake pedal on the floor. The panel in front displayed a typically 1940s grouping with the flight instruments located centrally. The two control half-wheels looked like items from a WW2 movie. The central throttle was slightly higher than usual, but not badly placed, and below it was the yellow-handled, ratchet locking, hand-brake – straight out of a 1940s automobile.

Look Mum, no feet! (by Rob Knight) continued

The 415c has a main fuel tank in each wing and a header tank in front of the cockpit, which gravity feeds the Continental C85 engine. The header tank is constantly filled from the mains by the mechanical pump. The header cap has a fuel level indicator and a falling reading indicates either a pump failure or empty mains. A full header tank has sufficient fuel for about an hour's flight time.

Start up is simple. Brakes on, radio off, fuel valve onto "header", mags on both, clear prop and pull the starter knob on the panel. With the engine running smoothly, Jennifer made the requisite radio call and we were taxiing. Herein lay the first challenge; after 51 years of steering aeroplanes around on the ground with rudder pedals, I now needed to steer it like a car and the change was surprisingly difficult. It was also heavier to steer than I had expected.

After running-up the motor, the pre-takeoff checks were simple. The Ercoupe has no flaps and an automatic mixture control, however, there are a couple of unique aspects to the pre-takeoff ritual. The sliding windows need to be raised to improve performance, and only the elevator can be checked for full and free movement – the interconnected rudder prevents the ailerons being moved unless the aeroplane is rolling or flying.

The takeoff renewed the challenge of using the control wheel to keep the aircraft straight. I ignored the wheel's heaviness and mentally drove the aeroplane like a car along the centreline. As the plane accelerated, it became a lot easier. This is no STOL aircraft, and it was a good distance down the runway when I reached the 60mph needed for rotation. Firm back pressure eased the nose up and we were airborne. On Jennifer's advice, I set an attitude for 80mph and we climbed out at a steady 450fpm. Now that we were flying, the controls were lighter and the aeroplane was stable in all axes. I noticed the balance ball was glued between the goal posts, the twin tail fins eliminating the slipstream effect normally felt against a central keel surface.

Generally speaking, the controls felt rather Piper Cherokee-ish. The nose was not especially high on the horizon and visibility all around us was good. Although vibration levels were low, the windows slowly crept down until they were open. This aeroplane is a convertible, and I continued climbing with my elbow out the window, just like any self-respecting movie star from the 40s.

Level flight at 2400rpm gave us 94mph IAS; pretty good for a 65-year-old machine. Assuming the ASI was reading correctly, the plane had lost just 1mph over all these years. Trimmed out, it was comfortable and flew straight and level "hands-off."

Level turns were simple – the ball stayed centred as long as the roll control input was gentle on entry and exit. It remained centred while entering steep turns with gentle control inputs, but inducing more rapid roll rates with the control wheel did cause small adverse yaw imbalances. However, as soon as the roll rate was zeroed, the ball returned faithfully to the centre.

Look Mum, no feet! (by Rob Knight) continued

To sample the stall, with carburettor heat on I closed the throttle and maintained height. The wheel became unexpectedly heavy as the elevator was raised, and it would have been easy to allow the aeroplane to sink. At 55mph, the life went out of the wheel and the aeroplane sagged away with no further warning. The only wing drop response was when I provoked the aircraft by retaining substantial power and the torque rolled us to the left at the stall. Recovery was immediate with forward stick and the wings were quickly levelled with aileron and the linked rudder. The placard in the instrument panel states, "this airplane is characteristically incapable of spinning". This statement is quite correct. The myth is not a myth.

Back in the circuit, Jennifer suggested 80mph for the approach. With rounded tips on low aspect ratio wings, this aeroplane was never meant for performance soaring, so we kept the circuit fairly tight. Pulling power on the base turn gave a good approach angle even though we had a hefty tailwind component. A check of the windsock on finals showed around 10 knots, mostly across the runway, and I set up a heading that corrected for the drift. As Jennifer suggested, I continued tracking the centreline into the flare and through the float, and allowed the aeroplane to touch down still crabbing into the wind. There was no jerking or swerving and the nose wheel immediately pulled us straight as we touched the bitumen. It was quite an amazing experience and I fully understand why this aircraft has a rated cross-wind component of 25 knots.

After another uneventful circuit, we returned to the apron and parked. With the window down, I climbed out and looked over this remarkable machine. There were no wrinkles in its skin and the paintwork was pristine. It sat there with its deep chin jutting forward as if to defy the world. Its glossy surfaces mirrored me as I took some final images. This is a very, very different aeroplane with bags of charisma, and I feel decidedly privileged to have flown such a delightful piece of history. After all, it is two years older than I am!

By the way, I hope Jennifer doesn't notice the two dents I pushed into the floor trying to use those phantom rudder pedals.

This photo (from the Web) is the dream plane of Paul Poulsen, our only (so far) WA club member.

Mal McKenzie's boat (our fourth member's boat project)

Mal built this beautiful sailing dinghy himself from marine ply, pine and epoxy using plans from the Internet. It is called a "Summer Breeze" and the design won a competition in Duckworth's magazine. Mal has taken it on the Broadwater (as can be seen in the second photograph), and with just a homemade tarp sail it got along very well. Actually, Mal has sailed it right across to South Stradbroke Island on a couple of occasions. At the moment, though, Mal's mind is on matters aeronautical as he puts the finishing touches to the Skyranger Swift, so this magnificent little boat is not getting all that much use. But no need to worry, Mal. There are sure to be lots of breezes next summer.

Next meeting: Monday 5th March at 7.30pm in the Archerfield Terminal Building (supper to follow).

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Darling Downs Sport Aircraft Assn Inc

offers

"Annual Clifton Fly-In"

Latitude S 27 55.66 Longitude E 151 50.85 Freq 126.7 multicom
Elevation 1500, Runway 06/24, 800meters. Right hand circuits for 06
6 km west of Clifton, adjacent the Clifton-Leyburn Road, 24 nautical miles south of Toowoomba

Sunday 11th March 2012

from 8 am

-Pilots must register at Canteen upon arrival

- Pilots and crew welcome to stay Saturday evening 10th for a BBQ Dinner and hangar talk about all things aviation
- On field camping, bring your swag
- Ring to confirm airfield condition prior to coming due to the unseasonable weather we can have

-Sunday Morning Breakfast - From 6am to 9am Please advise for catering

-Avgas/Mogas by arrangement
Cheque or cash only

see various types, shapes sizes and models of recreational, ultralight and homebuilt aircraft including sport, vintage, general aviation and any other flying machine

Open to the Public, no admission fees
Fly or drive in, bring family and friends for an enjoyable outing

FILLET STEAK BURGERS TEA, COFFEE, [illegible] COLD DRINKS

for Clifton Airfield details: refer to ERSA

***Fly-In Information phone* 0429 378 370 or a/h 07 4695 8541**

Email: trevorbange@bigpond.com
Website: www.loneeagleflyingschool.org.au

Organised by: Darling Downs Sport Aircraft Assn. Inc., 549 Clifton-Leyburn Road,Clifton. Qld. 4361

Compiled: 23/03/2011

No ASIC Card required for this one!

WINGS WARBIRDS AND WHEELS 12TH & 13TH MAY 2012
MARYBOROUGH QUEENSLAND

Your Club and members are invited to attend the Wings Warbirds and Wheels Fly-In and Trade Show being held at Maryborough Aero Club, Maryborough QUEENSLAND on the 12th and 13th May 2012.

Maryborough Aero Club are holding Wings Warbirds and Wheels Fly-In to promote Aviation tourism to the Fraser Coast and Maryborough.
The weekend will feature Warbirds, vintage, and modern aircraft both large and small, vintage cars, motorbikes, stationary engines, aero engines, trade and historic stands, and the Qld Air Museum from Caloundra will have their Sea Vixen display.
Prizes will be awarded for various categories of best aircraft, longest distance flown to attend, and any other good reason we can think of.

Food and drinks will be available all weekend and on the Saturday night there will be a spit-roast dinner (bookings essential).
Proceeds for the event will go to The Royal Flying Doctor Service and Angel Flight.

Last years event brought an estimated 5000 people through the gates, approx 90 fly-in aircraft and raised $6000.00 for our sponsored charities. This year promises to be even bigger.

Please join us

Karin Leask
Maryborough Aero Club
info@maryboroughaeroclub.com

WINGS WARBIRDS & WHEELS
MARYBOROUGH AERO CLUB

Proudly supporting

Royal Flying Doctor Service
The furthest corner. The finest care.

Proudly Supporting
Angel™ Flight

www.maryboroughaeroclub.com

All-In Fly-In 2012
Airfield Open Day

All pilots and aviation enthusiasts are invited to the Watts Bridge Airfield Open Day, celebrating the diversity of recreational aviation.

The All-In Fly-In is an all day event with on-field catering and coffee available. Entry is free with no landing fees. Aviation fuel is available on the airfield.

19th May 2012

9:00am ~ 4:00pm

Catering by: Beyond Limits
Supporting youth for education.

Contact

Richard
0412-317-754

Liz
0419-369-963

Or visit the website for more information.

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Gatton Air Park Fly-in Breakfast May 27th

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$200 award for Longest Distance.
Check out Australia's most popular airpark from 0730.
Details in ERSA or contact Martin 0419 368 696

This Slipstream Genesis two-seat pusher (photo left) is powered by a Rotax 912 motor with only 125 hrs (first time through), driving a three blade ground adjustable, composite propeller. It belongs to Terry xxxxxx from Pacific Haven (near Hervey Bay). Terry is changing direction in life. He has bought himself a mobile home and will soon be heading off around Australia. The aircraft cruises at about 85 kts, has twin controls (yokes like in a Cessna), three stage flaps, a useful load of 200kg, reasonable luggage space behind the seats and a fuel capacity of yyyy litres. The plane is for sale for $34,500 ono. Terry's contact details are: TERENDY@bigpond.com

Book of the Month: This time from the library. One of the greatest books of the 20th century. The first book the Nazis burnt when they came to power in 1933. A book obviously not read by the likes of Bush, Blaire and Howard. The best selling classic to come out of the so-called Great War. Erich Maria Remarque's story from the German trenches, 1916 to 1918. All Quiet on the Western Front is truly remarkable literature. Everyone should read this book at some time during their lives, but preferably before they are old enough to vote.

Other March Aviation Events

Mar 2-3	28 Flinders St Darlinghurst, NSW 2010, NSW	City Move Will Be Out and About for Mardi Gras!	Young
Mar 3	Temora, NSW	Aircraft Showcase - Trainer to Jets	Temora
Mar 4	Wagga Wagga, NSW	Wagga City Aero Club monthly BBQ Lunch	Wagga Wagga
Mar 4	Tyabb, VIC	Tyabb Air Show - The First 50 Years	Tyabb
Mar 4	Busselton Airport, WA	Aerofest 2012	Busselton
Mar 10-12	Flinders Island, TAS	Cessna 182 Autumn Fly-In	Flinders Island
Mar 12-18	McLaren Vale & Kangaroo Island, SA	AMPA Flyin and AGM	Aldinga
Mar 16-18	Cootamundra, NSW	Airtourer Association Convention & AGM	Cootamundra
Mar 16-18	Flinders Island, TAS	Autumn Fly-in	Flinders Island
Mar 17	Temora, NSW	Aircraft Showcase - Fighters	Temora
Mar 17	Dunwich, North Stradbroke Island, QLD	Straddie Breakfast Fly-In	Dunwich
Mar 17-18	Coldstream, VIC	50th Year of operations	Coldstream
Mar 18-24	QLD, NSW, SA, NSW	QRAA Southern Tour	White Cliffs
Mar 23-25	Cowra, NSW	AAAA National Fly-In	Cowra
Mar 24-25	Watts Bridge Airfield, QLD	Aust Aerobatic Club QLD - Practice Weekend	Watts Bridge
Mar 24-25	Yarrawonga Aerodrome, VIC	Lightweight Aircraft Association Annual ...	Yarrawonga
Mar 25	Parafield, SA	Internode Parafield Airshow	Parafield
Mar 31-Apr 1	Port Macquarie, NSW	Port Macquarie Fly In and Fly & Spy	Port Macquarie
Mar 31-Apr 1	Warrnambool, VIC	Warrnambool Aero Club 50th Anniversary	Warrnambool

Stop the Press!

Steve Donald's Savannah has taken to the air! The first flight was on Thursday 23rd February at Caboolture with Steve at the controls. The aircraft is registered 19-7966. The test pilot's report states, "she flies beautifully!" It is now just a matter of completing the 25 hours test flying period and then Steve plans to take this magnificent aircraft down to Temora at Easter (where he will no doubt take out first place – sorry Steve, I don't want to jinx you, so good luck). Steve will have the Savannah over to Watts Bridge regularly in future, so hopefully we will all get to see it soon. He still has the Aeropup, by the way, for which he is building a trailer. Well done (once again), Steve Donald!

BRISBANE VALLEY SPORT AVIATION CLUB

MINUTES OF THE FEBRUARY 4th 2012 GENERAL MEETING

MEETING LOCATION:	BVSAC Clubrooms – Watts Bridge Memorial Airfield
MEETING DATE:	4th February 2012
MEETING OPENED:	10:25AM
MEMBERS PRESENT:	18
APOLOGIES:	David Thorn, Jim Bowling, Ivor Parsons, Neil Bowden
VISITORS:	Wayne Jenkinson
NEW MEMBERS:	Wayne Jenkinson
MINUTES:	November meeting of the QUA / BVSAC Proposed: David Ratcliffe. Seconded: Ratcliffe Motion carried.
PRESIDENT'S REPORT:	Congratulations to Arthur on another great newsletter. The name change has been approved by Office of Fair Trading. Archer Falls Fly In this month.
SECRETARY'S REPORT:	Tabled the Inward and Outward Correspondence Summary and commented upon. Thanked the name change subcommittee for the good work they did . Updated hanger customer situation and the successful resolution of outstanding accounts and other issues.
TREASURER'S REPORT:	Bank Account Balance is $10,592.00. Updated members on major Income and Outgoings
WBMA REPORT:	Bruce Clarke gave an overview of ongoing drainage work being undertaken on RWY 03/21 and associated taxiways. It all worked well during the recent wet weather. Fuel sales were good in December dropped somewhat in January but are picking up. At a recent meeting in Toowoomba, Aerotec asked it was OK to visit Watts Bridge and attended the All-In Fly-In with some of their warbirds. The question was asked because of negative comments that are doing the rounds at present. Naturally they are most welcome at any time and at any event.
BUSINESS ARISING:	Nil.
GENERAL BUSINESS:	Richard Faint brought a proposal and quotations to the meeting regarding the installation of 1.5kW/Hr Solar Electricity System on the clubrooms roof. It was agreed to proceed with the installation by REGEN Power. The status of having the "whirly birds" installed on the QUA Hangar was discussed. Richard Faint to follow up on K.D. Werner to have them installed. The recent earthworks around the hangar by Scott have been most successful. The tank and stand at the hangar are in a poor state of repair. It was agreed to do nothing (unless the situation deteriorated) until after the clubrooms are completed. Scott informed the meeting that there is a ride-on mower and a push mower in the hangar for member's use.
NEXT MEETING:	05th March at the Archerfield Terminal Building at 8:00PM.
CATERING:	A vote of thanks was moved for Peter Ratcliffe and Julie Freeman for providing the BBQ refreshments.
MEETING CLOSED:	There being no further business, the meeting was declared closed at 10:55AM A social BBQ was held after the meeting.